CENTRAL INTELLIGENCE AGENCY 25X1 REPORT

# INFORMATION REPORT

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SUBJECT Kim Automobile Plant in Moscow

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SUPPLEMENT TO REPORT NO. 25X1



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1. The Kim Automobile Plant was located in the southeastern sector of Moscow, with one side facing the Ostapovskoye Highway. (1)

2. The plant was built before the war. [redacted] it was built between 1930 and 1933. The construction of two new workshops was started in early 1948. They were completed but were not equipped with machinery, as of November 1949. The machinery of the other workshops of the plant originated from the Opel Plant in Brandenburg (N 53/2 23) on the Havel River. 25X1

3. The plant consisted of an assembly shop with body and chassis sections, a lathe shop, a pressing shop, a grinding shop, a cylinder block processing shop, an engine-assembly shop with test stands, a hardening shop, and a material depot; and two new buildings. The plant was supplied with electric power from an outside source, through a transformer station, the location of which could not be determined. The plant had a railroad spur. (2)

4. The Kim Plant produced two types of 1.3-liter Moskvich cars. One was a standard four-door sedan and the other was a delivery truck with a wooden, open-topped body, resembling the American-made 3/4-ton pickup truck. The plant produced an average of 20 to 25 automobiles per day up to November 1949. About three sedans were produced to each delivery truck. 25X1

25X1 [redacted] the daily output was 40 automobiles per shift, of which two-thirds were sedans and the rest were delivery trucks. The percentage of waste was very high despite the fact that the raw materials used were of good quality. 25X1

5. Parts supplied to the Kim Plant included semi-finished cylinder blocks. 25X1 [redacted] these cylinder blocks came from Leningrad, [redacted] they came from the ZIS Plant in Moscow. Other parts were engine components; chassis frames; pressed, semi-finished car tops from the Molotov Plant in Gorkiy (56°20'N/44°00'E); crankshafts; doors; mudguards; axles; cogwheel blanks; pistons; cylinders; connecting rods; valves; tires; upholstering material; iron bars; sheet metal; round, square, and hexagonal steel bars, from 5 to 20 mm in diameter and from 2 to 4 meters long. The rate of incoming supplies was accelerated in the summer of 1949. The stocks of materials in the plant were very large. 25X1

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25X1



6. The plant employed from 4,000 to 5,000 Soviet workers and from 100 to 150 German P/Ws. Some of the P/Ws were specialists. About 50 percent of the Soviet workers were women. Three 8-hour shifts were worked. (4)

7. The plant area was surrounded by a barbed-wire fence, about 3 meters high, with watchtowers. It was guarded by armed plant police.

25X1 [redacted] Comments.

(1) The report refers to the MZMA-Moskovskiy Zavod Malolitrazhniks Avtomobiley Moscow plant for automobiles of small cubic capacity (Mubraum). For location 25X1
sketch of the plant, see Annex 1, [redacted] 25X1

25X1 [redacted]

(2) For a layout sketch of the plant, see Annex 2, [redacted]
One of the two new buildings was not entered on the sketch because the location could not be determined.

25X1 (3) [redacted] the Moskvich is a four-door sedan with a 23-hp engine. It has a performance of 90 km per hour and consumes 8 liters of fuel per 100 km. The 1950 production was to be 40,000 automobiles, or 130 to 140 per day.

25X1 (4) [redacted] Ya. Yakovlev was plant director in June 1951.

25X1 [redacted] Comment: On page 2 of Attachment 2, "f", Schaltung may be translated as gearshift.

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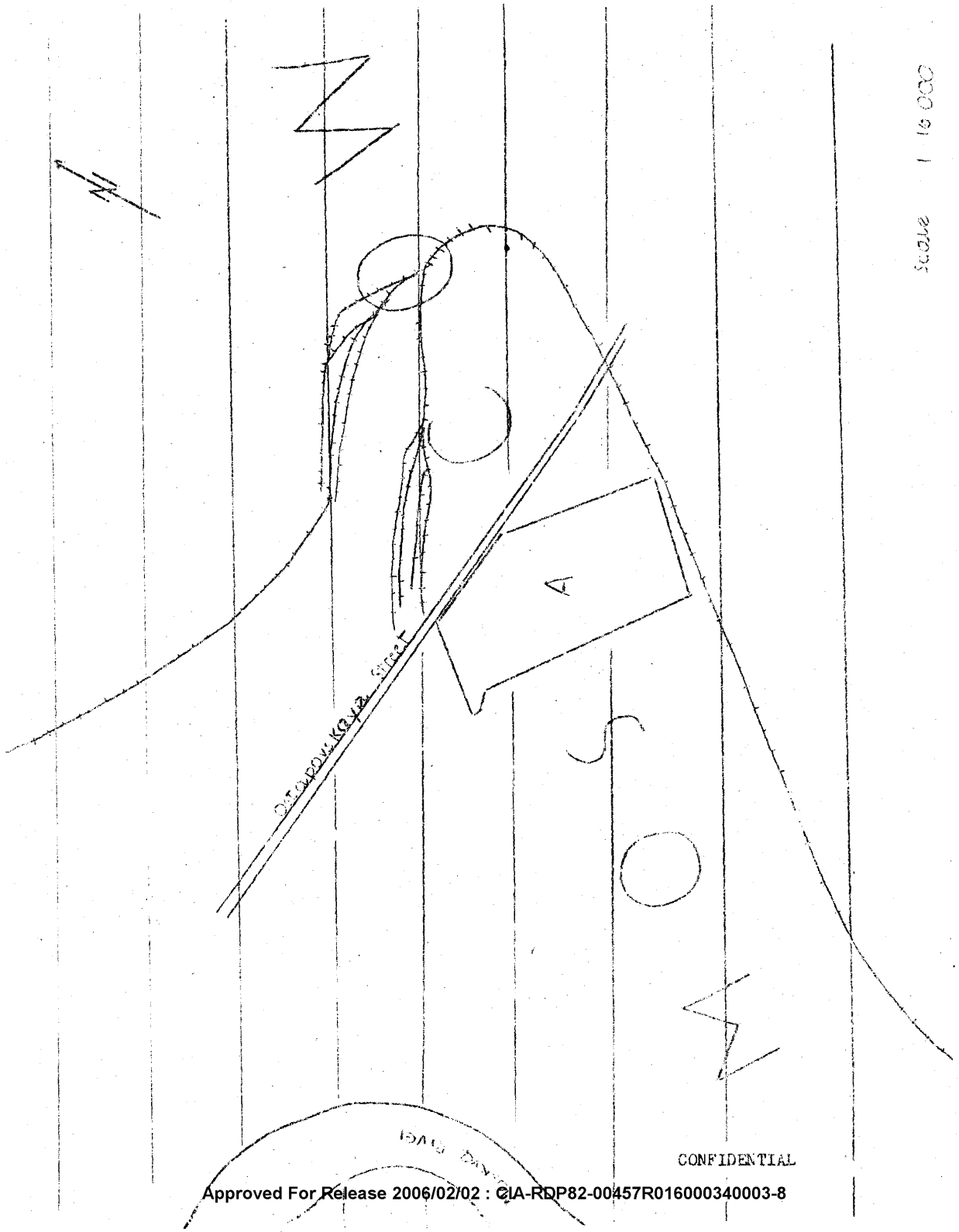
Attachment 1

1/1

Location Sketch of the Kim Automobile Plant in Moscow

Legend:
A - Kim Automobile Plant

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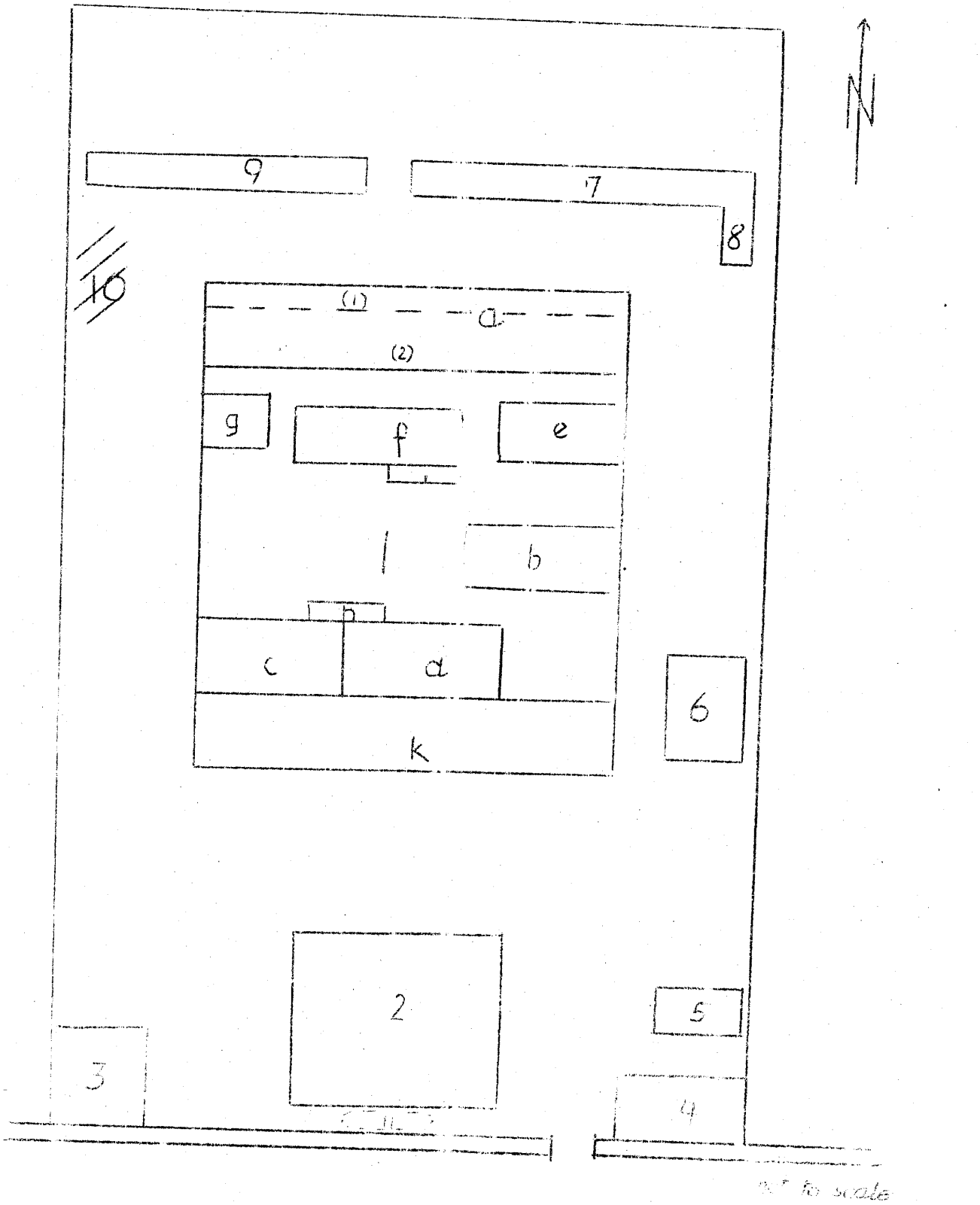
Attachment 2

2/1

Layout Sketch of the Kim Automobile Plant in Moscow

Legend: See next page



Legend:

1 Assembly department. The basement was used to store pressed parts, screws, bolts, beveled wheels, small parts of all types and tires.

a. Final assembly shop.

Ground floor.

(1) Body shop with a steel assembly line, about 2 meters wide on rollers, running the length of the shop. The southeastern part of the workshop contained seven templates (Schablonen), one behind the other, and about 20 electric welding units. The parts of the body made in the pressing shop were welded together, and sometimes riveted, on the templates. The body was then placed on the assembly line. The body was stopped about every 2 to 3 meters for the mounting of doors, doorhandles, lights, running boards and floor boards. One source said that generally each two sedans on the assembly line were followed by one delivery car. There was a three-ton crane above the assembly line.

(2) Chassis shop which also had an assembly line, running in the opposite direction from that in the body shop. There was also a crane installation above this assembly line. At both ends of each assembly line there was an elevator which transported the vehicles to the upper floors.

Second and third floors.

Painting shop with drying rooms, and upholstering shop.

b. Lathe shop equipped with lathes of German and US origin. Parts made there included bolts, discs, and pins.

c. Pressing and punching shop.

d. Grinding shop, where, among other items, boxes and bolts for the connecting rod bearings were ground.

e. Cylinder block-working shop, where the cylinder blocks were drilled, the pistons and piston rings turned, and the engine parts were assembled. One source saw a machine which drilled the four cylinder holes of a block and, after tilting the block, drilled the holes for the bolts, all in one operation.

f. Engine assembly shop, operating on an assembly line basis. The engines were suspended from crane trolleys. The pistons were fitted into the cylinder blocks, and the crankshaft, the transmission gear and the wiring (Schaltung) were mounted. Upon completion, the engines were taken to the test stands.

g. Three or four test stands, where the engines underwent a two-hour trial period and were then released to be mounted on vehicles.

h. Chromium-plating shop, primarily used for finishing bumpers, headlight casings, etc.

i. Hardening shop equipped with 3 oil-fired annealing furnaces and 4 electric hardening furnaces.

k. Material depot.

2. Newly constructed building, still without machinery in November 1949, allegedly built to contain large presses and German lathes.

3. Fuel and paint depot, consisting of six 3,000-liter fuel containers which were built into the ground and equipped with one hand pump each; and one wooden shed for the storage of paint and varnish.

4. Repair shop, where defects detected during the trial runs of the vehicles were repaired. The shop contained a small conveyor line.

5. Foundry, a newly constructed building equipped with 1 small and 1 large furnace, producing small parts made of iron and light metal.

6. Precision workshop, equipped with German lathes and milling machines, and with US-made planing machines, in which beveled wheels are produced, differential gears are assembled, and cast parts are finished.

7. Administrative building.

8. Experimental department equipped with 3 automatic lathes having table lengths of from 2.5 to 3 meters; 2 drilling machines; 1 horizontal drilling machine; 1 grinding machine; and several work benches and drafting tables. It was said that parts and material were tested in this department.

9. Quarters for plant employees.

10. Lumber yard.

11. Scrap yard.